Mainine	Switch Inspection Reg	ort Semi-Annual	WO# 104 3465	Page 1 of 3
Watchman_	-1-2013 Bllaid	Inspection Crew	Green was &	
1 Location			22 Standard Joi	nts
2 Switch I.D. #			SYRN	/A
3 Facing	Trailing		23 Switch Plate	S
			(S)YR	
Rail Points			24 Adjustable Braces	
4 Point to Point	51		SYR N	'A
5 Point Condition	on		24a Non-Adjust	
(S)YR	Nothing less than 4 inches	On anosta u thau E !	S V R NI	
6 Point Throw,	Min 3 1/2 inches on house	ton preater than 5 in	Switch Rods	
N 4 3	R 4 7 8	top point protected	25 Front Rod	
6a Point Openin			SY R N/	٨
N 5 318				
7 Fit			26 #1 Rod (Bask	(et Rod)
SY R			S Y R	
	ition of the Points		27 #2 Rod	
S Y R	dion of the folias		S Y R	
Gage			28 #3 Rod	
Heel of Switch			SYR N/A	A
9 Main 56 12			29 #4 Rod	
10 Turnout 56	2/0		SYR N/A	A
11 Gage aboad a	of Bend 56 %		30 Closure Rail	
	less than 56 inches or		SY R	
	inches for "S"		31 Surface of Sw	ritch
			SY R	
12 Heel Spread in Turnout			Using a 62' c	ord, not over
			1" to 1 1/2" fe	or a Y and no
13 Main 6 ½	4		more than 1	
			For a R, Grea	at than 13/4" is Out
Stool Dail			of Service	
Stock Rail			32 Head Block T	ies
S Y R			(S)YR	
- Carrier Control			33 Switch Adjust	ments
15 Condition			Yes No	
SY R			34 Lubrication	
D-k-	_		Ok Dry	
Bolts	0		35 Switch Targets	/Lamps
16 Loose	N/A		Ok Missin	
17 Missing	ON/A		36 Latches	
			Qk Broker	Missing
Rivets (Huck Bol			37 Locks	
18 Loose	O N/A		Ok Broken	Missing
19 Missing	O_N/A_		38 General Condit	
20 Cotter Pins Mis			SY R	
21 Jam Nuts Loose	e N/A		39 Insulated Joints	1
21a Washers Ol	k Broken Missing		S Y R	
			39a Regular Joints	
Remarks on page GM JC 11-10-2011	3		S Y R	

			4 %

50 Location	Turnout Ties
50a Switch I.D. # 124-113	66 Condition
51 Facing Trailing	SY R N/A
52 Frog Tread N S Y R	67 Rail Movement
$R \qquad (S)Y R$	S Y R N/A
53 Frog # D	Tie Plates
54/79 Point Condition	68 Lead
(S)Y R	SYRN/A
55 Condition of Frog	69 Guard Rail Flangeway
SYR	SYRN PR2
56 Surface of Frog	Guard Rail Flangeway can not be less 1 1/2"
SY R	70 Guard Rail Plates
3 3	SY R N/A
57 Throat in Inches 3 7	71 Frog Plates
72 Flangeway Depth 2/x	SYRN/A
Flangeway Depth must not be less than 1 1/2"	
Gage	Bolts
58 Main Track 56 12	73 Loose N/A
59 Turnout Track 5/5	74 Missing N/A
Gage must not be less than 56" any class	
Guard Rails	Rivets (Huck)
60 Guard Rail Gage N 54 8 R 54 76	75 Loose O N/A
Guard Rail Gage must more than 54 3/8"	76 Missing N/A
61 Back To Back N <u>52 34</u> R <u>52 4</u>	77 Nuts Missing N/A
Back to Back Gage must be less than 53 1/8"	78 Cotter Pins Missing N/A
62 Condition	79 Washers Ok Broken Missing N/A
S Y R	
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
SYR	SYRN/A
Guard Rail Clamps	81 Spring Housing
64 Main Track S Y R N/A	S Y R NA
65 Furnout Track	82 Derails
S Y R N/A	S Y R MA
S) I K WA	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
Class 1 Gage 56" to 57 1/2"	50' beyond the last long tie
More than 57 ½" Out of Service	Ok Difference //y
Class 3 Gage 56" to 57"	04.0
More than 57" to 57 1/4" downgrade to	84 Condition of Line thru entire turnout
Class 2 and gets a Y	S(Y)R
Ciabb a and gets a I	

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Rail Alignment at goard rook 318" oot
Switch inspection complete
All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition.
Everything is class 3 for Mainline and class 1 for the Yard. S Everything is in Specs. Y Attention needed. R Immediate attention needed or Out of Service. N/A Not applicable or not measurable.
Reviewed by: Date: 5-1/-13

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Mainline	Switch Inspection Report Semi-Annual	WO# 1043469 Pa	ge 1 of 3
2 _			
Date 5 -	1 - 2013 Inspection Crew	Greenwood - Ne	15 2 1
Watchman	A II and	PICTURES ELEC	-130 N
1 Location	TO HAIC	22.2	
	1.5	22 Standard Joints	
2 Switch I.D. #	124 38	S Y R N/A	
3 Facing	Trailing	23 Switch Plates	
		SY R	
Rail Points		24 Adjustable Braces	
4 Point to Point	51 /2		
5 Point Condition		SY R N/A	_
CVD		24a Non-Adjustable l	Braces
	Nothing less than 4 inches or greater than 5 in	nches. S Y R (N/A)	
o I Omit I mi Ovi,	VIIN 3 1/2 inches on house ton point protected	Switch Rods	
		25 Front Rod	
6a Point Openin	g	SYR NA	
N S	R S	26 #1 Rod (Basket Ro	5d)
7 Fit		S Y R)u)
SY R			
	tion of the Points	27 #2 Rod	
	tion of the Points	S Y R	
S Y R		28 #3 Rod	
Gage		SYR N/A	
Gage Heel of Switch 9 Main 56 10 Turnout 5		29 #4 Rod	
9 Main <u>56 1/</u>	1/6	SY R N/A	
10 Turnout _ 5 &	6 1/10	30 Closure Rail	
11 Gage ahead of	f Bend 5 6/2	SY R	
	ess than 56 inches or		
	inches for "S"	3 Surface of Switch	
12 Heel Spread in		SY R	
Turnout 6		Using a 62' cord, a	not over
·	79	1" to 1 1/2" for a \	
13 Main 6 3/	8	more than 1 1/2" t	o 1 3/4"
		For a R, Great tha	in 13/4" is Out
		of Service	10, 1 15 040
Stock Rail		32 Head Block Ties	
14 Bend		S Y R	
(S)YR		33 Switch Adjustments	
15 Condition		33 Switch Adjustments	S
SYR		Yes No	
9		34 Lubrication	
Bolts		Ok Dry	
	NT/A	35 Switch Targets/Lam	ips
16 Loose	N/A	Ok Missing	NA.)
17 Missing		36 Latches	
		Ok Broken	Missing
Rivets (Huck Bolt	ts)	37 Locks	
18 Loose	N/A		Missing
19 Missing	N/A	38 General Condition	Wilssing
20 Cotter Pins Mis	sing N/A		
21 Jam Nuts Loose	NI/A	SY R	
21a Washers Ok	With the second of the second	39 Insulated Joints	
Zia washers UK	Broken Missing	SY R	
Dament	2	39a Regular Joints	
Remarks on page	<u>3</u>	SYRHA)
GM JC 11-10-2011			

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50 Location	Turnout Ties
50a Switch I.D. # 12 4 - 3 6	66 Condition
51 Facing Trailing	S Y R N/A
52 Frog Tread N (S) Y R	67-Rail Movement
R SYR	SY R N/A
53 Frog #	Tie Plates
54/79 Point Condition	68 Lead
(S)Y R	S Y R N/A
55 Condition of Frog	69 Guard Rail Flangeway
S. Y R	SYRN/ RI
56 Surface of Frog	Guard Rail Flangeway can not be less 1 ½"
(S) Y R	70 Guard Rail Plates
	SY R N/A
57 Throat in Inches 3 3/8	71 Frog Plates
72 Flangeway Depth 2 18	S Y R N/A
Flangeway Depth must not be less than 1 1/2"	G I K WA
Gage	Bolts
58 Main Track 56 38	73 Loose / N/A
59 Turnout Track 56 1/2	74 Missing N/A
Gage must not be less than 56" any class	7 1 1 1 1 1 1 N/A
Guard Rails	Rivets (Huck)
60 Guard Rail Gage N 54 12R 54 57	75 Loose O
Guard Rail Gage must more than 54 3/8"	
61 Back To Back N52 5 R 52 344	
Back to Back Gage must be less than 53 1/8"	77 Nuts Missing O N/A
62 Condition	78 Cotter Pins Missing
SY R	79 Washers Ok Broken Missing N/A
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
SYR	S R N/A
Guard Rail Clamps	81 Spring Housing
64 Main Track	S Y R N/A
SYR N/A	82 Derails
65 Turnout Track	S Y R N/A)
SY R N/A	
	83 Maximum difference in any 31' in Cross Level on the siding from the Frog Point to
	50° beyond the last long tie
Class 1 Gage 56" to 57 1/2"	Ok Difference
More than 57 ½" Out of Service	OK DITTELETICE //
Class 3 Gage 56" to 57"	84 Condition of Line 11
More than 57" to 57 ¼" downgrade to	84 Condition of Line thru entire turnout
Class 2 and gets a Y	SY R

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	Page 3 of 3
1 Loose bolt on Frag	
Switch inspection complete	
All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition. Everything is class 3 for Mainline and class 1 for the Yard. S Everything is in Specs. Y Attention needed. R Immediate attention needed or Out of Service.	
N/A Not applicable or not measurable. Reviewed by: Date:	-13

<u>Mainline</u>	Switch Inspection Rep	ort Semi-Annual	WO# 1066576	Page 1 . C 1
Date				1 age 1 01 3
Watchman	5/13/13 W BRYANT	Inspection Crew	T Schleine (21
Location T	W BRYANT	_	JUNISCEE (9 LAM
LUCATION	NITO DIGILA S		22 6	
Z SWILCH I. D. #	70g In		22 Standard Joir	nts
3 racing K	Trailing		(S) Y R N/	A
			23 Switch Plates	
Rail Points			SY R	
4 Point to Point	51/4		24 Adjustable Braces	
5 Point Condition	n		SYR N/A	
SYRN	Othing less than it in a		24a Non-Adjustal	ble Braces
6 Point Throw. N	Nothing less than 4 inches 1 in 3 1/2 inches on house of R 43/4	or greater than 5 inc	ches. SYRNA	
14 7 /4	7 ,	op point protected	Switch Rods	
6a Point Opening N 5 1/4 7 Fit			25 Front Rod	
N 5/4	R 51/4		SYR N/A	
	- A - A - A - A - A - A - A - A - A - A		26 #1 Rod (Basket	Rod)
(S) Y R			(S) Y R	riou)
8 General Condition	on of the Points		27 #2 Rod	
(3) Y R	i omes		⊗ Y R	
<u>Gage</u>			28 #3 Rod	
Heel of Switch			S Y R N/A	
9 Main $56/2$			29 #4 Rod	
10 Turnout 57.7	; · 7		SYR N/A	
II Gage ahead of B	lend 561/2		30 Closure Rail	
viust not be less	than 56 inches on		SYR	
more than 57 in	ches for "S"		31 Surface of Switch	•
12 Heel Spread in Ir	nches		S Y R	
Turnout 6 4			Using a 62' cord,	mot must
13 Main 61/4	-		1" to 1 1/2" for a	V and
			more than 1 1/2"	1 ANO NO
			For a R, Great th	tu 1 3/4"
Stock Rail			of Service	an 13/4" is Out
14 Bend			32 Head Block Ties	
⑤ Y R			S Y R	
15 Condition			33 Switch Adjustment	•
(S) Y R			Yes No	8
			34 Lubrication	
<u>Bolts</u>			Ok Dry	
16 Loose \odot	N/A		35 Switch Targets/Lam	
17 Missing O	N/A			
-	. 777		36 Latches	N/A
Rivets (Huck Bolts)			$(\alpha \cup \beta)$	N 4:
18 Loose	N.A		37 Locks	Missing
19 Missing	N A		(01)	
20 Cotter Pins Missing	0		38 General Condition	Missing
21 Jam Nuts Loose			S Y R	
$\frac{1}{2} \frac{1}{2} \frac{1}$	O N/A		39 Insulated Joints	
	Broken Missing		S Y R	
Remarks on page 3				
GM IC 11-10-2011			30a Regular Joints	
· · ·			(S)YR	

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50 Location	
50a Switch I.D. #	Turnout Ties
	66 Condition
	S Y R N/A
	67 Rail Movement
R (S) Y R 53 Frog # \∅	S Y R N/A
54/79 Point Condition	Tie Plates
SY R	68 Lead
55 Condition of Frog	(S) Y R N/A
SY R	69 Guard Rail Flangeway
56 Surface of Frog	(SYRN_\(\bar{1}\bar{1}\bar{1}\bar{1}\bar{2}\) R \\(\bar{1}\bar{1}\bar{2}\)
SY R	Guard Rail Flangeway can not be less 1 1/2"
	70 Guard Rail Plates
57 Throat in Inches 3 1/4	S Y R N/A
72 Flangeway Depth	71 Frog Plates
Flangeway Depth 2	S Y R N/A
Flangeway Depth must not be less than 1 ½" Gage	9
	Bolts
58 Main Track 56/2	73 Loose O N/A
59 Turnout Track 56 1/2	74 Missing N/A
Gage must not be less than 56" any class Guard Rails	IVA
60 Guard Poil Con No Sale	Rivets (Huck)
60 Guard Rail Gage N 541/2 R 541/2	76 1
Guard Rail Gage must more than 54 3/8"	76 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
61 Back To Back N 525/8 R 523/4	77 No 16:
Dack to Dack Gage must be less than 53 1/0"	/X Cottor Ding M.
62 Condition S Y R	/9 Washers (Ob) Protess
63 Location of Co. L. D. H. J.	79 Washers Ok BrokenMissing N/A
63 Location of Guard Rail (Relation to Point) (S) Y R	80 Hold Down Devices
Guard Rail Clamps	S Y R N/A
64 Main Track	81 Spring Housing
SYR N/A	S Y R NA
65 Turnout Track	82 Derails
S Y R N/A	S Y R N/A
G) I K WA	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
Class 1 Gage 56" to 57 1/2"	50' beyond the last long tie
More than 57 1/" Onto 65	Ok Difference
More than 57 ½" Out of Service Class 3 Gage 56" to 57"	
More than 57" to 57 1/2"	84 Condition of Line thru entire turnout
More than 57" to 57 1/4" downgrade to Class 2 and gets a Y	SY R
Tanas a min Scr2 H I	()

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Page 3 of 3 ERST STRAIGHT POINT SHELLING All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition. Everything is class 3 for Mainline and class 1 for the Yard. S Everything is in Specs. Y Attention needed. R Immediate attention needed or Out of Service. N/A Not applicable or not measurable. Reviewed by: Thomas Johnsler Date: 5/20/13

Mainline Switch Inspection Re	oort Semi-Annual WO# 1066578 P	
Watchman W BRYANT	Inspection Crew T Schisler GLAM	Page 1 of 3
Location BALTO LICUATION	•	* * * * * * * * * * * * * * * * * * *
2 3 VICO I D. # 200, 10	22 Standard Joints	
3 Facing Trailing	S Y R N/A	
	23 Switch Plates	
Rail Points	S Y R	
4 Point to Point 51 1/8 5 Point Condition	24 Adjustable Braces	
(C) V D	S Y R N/A	_
6 Point Throw. Min 3 1/2 inches on house	or greater than 5 inches. S Y R N/A	Braces
6 Point Throw Min 3 1/2 inches on house	op point protected Switch Rods	
6a Point Opening	25 Front Rod	
N_5 R 5	SYR N/A	
/ Fit	26 #1 Rod (Basket Ro	d)
S Y R	(S) Y R	u,
8 General Condition of the Points	27 #2 Rod	
(a) A K	S Y R	
<u>Gage</u> Heel of Switch	28 #3 Rod	
9 Main = 5(3)	(S) Y R N/A	
9 Main <u>5634</u> 10 Turnout <u>567</u> 2	29 #4 Rod	
11 Gage ahead of Bend 561/2	(S) Y R N/A 30 Closure Rail	
Must not be less than 56 inches or	(\$) Y R	
more than 57 inches for "S"	31 Surface of Switch	
J 12 Heel Spread in Inches	(S) Y R	
Turnout 6 1/4	Using a 62' cord not	t over
13 Main 6 1/4	ι το 1 1/2" for a Υ s	ind no
	more than 1 1/2" to 1	3/42
Stock Rail	ror a R, Great than	13/4" is Out
14 Bend	or Service	
ŷ Y R	32 Head Block Ties (S) Y R	
15 Condition	33 Switch Adjustments	
⊗ Y R	Yes No	
-	34 Lubrication	
Bolts	(Ok) Dry	
16 Loose O N/A	35 Switch Targets/Lamps	
17 Missing O N/A	Ok Missing (N.	À
Rivets (Hugh D. L.)	36 Latches	_
Rivets (Huck Bolts) 18 Loose NA	Ok Broken Mis	sing
10 M:=-1	37 Locks Ob Broken Atm	
20 Cotter Pins Missing O N.A 21 Jam Nuts Loope	Ob Broken Miss 38 General Condition	sing
21 Jam Nuts Loose N/A	© Y R	
21a Washers (1)	39 Insulated Joints	
Vilssing	S Y R	
Remarks on page 3	39a Regular Joints	
GM JC 11-10-2011	S Y R	

50 Location	_
50a Switch I.D. #	Turnout Ties
51 Facing Trailing	66 Condition
52 Frog Tread N S Y R	(S) Y R N/A
R SYR	67 Rail Movement
53 Frog # 10	S Y R N/A
54/79 Point Condition	Tie Plates
(\$) Y R	68 Lead
55 Condition of Frog	S Y R N/A
(\$) Y R	69 Guard Rail Flangeway
56 Surface of Frog	S Y R N 17/8 R 17/8
(ŜYR	Guard Rail Flangeway can not be less 1 1/2"
_	70 Guard Rail Plates
57 Throat in Inches 3 1/4	SYRN/A
/2 Flangeway Depth 7 1/8	71 Frog Plates
Flangeway Depth must not be less than 1 1/2"	(S) Y R N/A
<u>Uaze</u>	Bolts
58 Main Track 563/4	72 1
39 Turnout Track 56%	7435
Gage must not be less than 56" any class	74 Missing N/A
Guard Rans	Divista (II)
60 Guard Rail Gage N 54 3/4 R 54 1/8	Rivets (Huck)
Guaru Kall Gage must more than 54 2/09	75 Loose \bigcirc N/A
of back to back N 52 1/4 R 577/2	76 Missing ON/A
Dack to back Gage must be less than 53 1/0"	77 Nuts Missing ON/A
oz Condition	78 Cotter Pins Missing ON/A
(S) Y R	79 Washers Ok Broken Missing N/A
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
y i k	S Y R N/A
Guard Rail Clamps 64 Main Track	81 Spring Housing
S Y R N/A	S Y R NA
65 Turnout Track	82 Derails
S Y R N/A	S Y R N/A
	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
Class 1 Gage 56" to 57 1/2"	50' beyond the last long tie
More than 57 ½" Out of Service	Ok Difference
Class 3 Gage 56" to 57"	The Control of the Co
More than 57" to 57 1/" d.	84 Condition of Line thru entire turnout
More than 57" to 57 1/4" downgrade to Class 2 and gets a Y	S Y R
The state of the s	

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Page 3 of 3

_NO N	lew DEPECTS			
Ins	DECTION COMPleted			
Everything in Attention no Immediate a	e out of the MTA Field Guide class 3 for Mainline and class s in Specs. reded. ttention needed or Out of Ser cable or not measurable.	r for the raid.	updated April 2006 editio	n.
Reviewed by	Thomas J John	lish.	Date: 5/20/1	3

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<u>Mamine</u>	Switch Inspection Report Semi-,	Annual WO# 1048599	Dame to Ca
D			Page 1 of 3
Date	5/13/13 Inspection W BRYANT	Crew T 5	
/ Watchman_	W BRYANT HAMBURG	JOIHISLER GL	M.
1 Location	HAMBURG	22.0	
2 Switch I D. A	* 47 38	22 Standard Join	
3 Facing	Trailing X	(\$) Y R N/A	١
		23 Switch Plates	
Rail Points		⑤ Y R	
4 Point to Point	t 513/4	24 Adjustable Braces	
5 Point Conditi	on	Ş Y R N∕A	
(S) Y R	Modest a .	24a Non-Adjustab	le Braces
6 Point Throw	Nothing less than 4 inches or greater t Min 3 1/2 inches on house top point pr R 4 %	han 5 inches. S Y R N/A	
N 41/2	$R = \frac{1/2}{2}$ inches on house top point pr	otected Switch Rods	
6a Point Openin		25 Front Rod	
N 41/2	R 413/16	S Y R N/A	
7 Fit	7 716	26 #1 Rod (Basket	Rod)
⑤ Y R		S Y R	nou)
	tion of the Points	27 #2 Rod	
S Y R	non of the Points	S Y R	
Gage		28 #3 Rod	
Heel of Switch		S Y R N/A	
9 Main 56/2		29 #4 Rod	
10 Turnout Sc		SYR N/A	
11 Gage ahead of	Rend 5/5/5	30 Closure Rail	
Must not be le	ess than 56 inches or	S Y R	
more than 57	inches for "S"	31 Surface of Switch	
12 Heel Spread in	Inches 101 S	S Y R	•
Turnout 6	t-	Using a 62' cord,	not origin
13 Main	<u> </u>	1" to 1 1/2" for a	V and no
<u> </u>	<u>4</u>	more than 1 1/2"	to 1 3/4%
		For a R, Great th	an 13/4" in O
Stock Rail		of Service	111 13/4 18 Out
14 Bend		32 Head Block Ties	
③ Y R		(S) Y R	
15 Condition		33 Switch Adjustment	ę.
(S) Y R		Yes No	J
		34 Lubrication	
Bolts		Ok (Dry)	
16 Loose O	N/A	35 Switch Targets/Lair	une
17 Missing	N/A	Ok Missing	N A
, , , , , , , , , , , , , , , , , , ,	14/74	36 Latches	WA
Rivets (Huck Bolts)		(01)	Minnin
18 Loose O	: - N.A	37 Locks	Missing
19 Missing O	N.A	$\langle \alpha \rangle \sim 1$	Manual III
20 Cotter Pins Missi		38 General Condition	Missing
21 Jam Nuts Loose		(\$) Y R	
21a Washers Ok	N/A	39 Insulated Joints	
	Broken Missing	S Y R	
Remarks on page 3		39a Regular Joints	
GM IC 11-10-2011		S Y R	
		y i K	

50 Location	
50a Switch I.D. #	Turnout Ties
	66 Condition
	🔊 Y R N/A
	67 Rail Movement
R SYR 53 Frog # 8	ŶYRN/A
54/79 Point Condition	Tie Plates
S Y R	68 Lead
55 Condition of Frog	S Y R N/A
S Y R	69 Guard Rail Flangeway
56 Surface of Frog	$\langle S \rangle Y R N 7/8 R 17/8$
S Y R	Guard Rail Flangeway can not be less 1 1/2"
G . K	Ouard Kail Plates
57 Throat in Inches 31/2	SYRN/A
72 Flangeway Depth 21/2	71 Frog Plates
Flangeway Donth must said	S Y R N/A
Flangeway Depth must not be less than 1 1/2"	
58 Main Track 56/2	Bolts
59 Turnout Track 561/2	73 Loose \bigcirc N/A
Gage must not be less than 500	74 Missing N/A
Gage must not be less than 56" any class Guard Rails	
	Rivets (Huck)
60 Guard Rail Gage N 543/4 R 545/8	75 Loose © N/A
Guard Rail Gage must more than 54 3/8" 61 Back To Back N S21/2 R S25/8	76 Missing \bigcirc N/A
Back to Back Cago must be less to Back to Back to Back Cago must be less to Back Cago must be less to Back to	77 Nuts Missing ON/A
Back to Back Gage must be less than 53 1/8" 62 Condition	78 Cotter Pins Missing ONIA
(S) Y R	79 Washers Ok Broken Missing N/A
63 Location of Guard Rail (Relation to Point)	
S Y R	80 Hold Down Devices
Guard Rail Clamps	SYRN/A
64 Main Track	81 Spring Housing
SYR N/A	S Y R (N/A
65 Turnout Track	82 Derails
(S) Y R N/A	S Y R N/A
	83 Maximum difference in any 31' in Cross
	Develor the siding from the Frog Point to
Class 1 Gage 56" to 57 1/2"	obvoid the last long tie
More than 57 1/2" Out of Service	Ok Difference
Class 3 Gage 56" to 57"	
More than 57" to 57 1/4" downgrade to	84 Condition of Line thru entire turnout
Class 2 and gets a Y	(S)Y R

GM JC 11-10-2011

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Page 3 of 3 POINT STARTING TO SHELL All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition. Everything is class 3 for Mainline and class 1 for the Yard. S Everything is in Specs. Y Attention needed. R Immediate attention needed or Out of Service. N/A Not applicable or not measurable.

Reviewed by: Thomas Schislu Date: 5/20/13

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<u>Mainline</u>	Switch Inspection Rep	ort Semi-Annual	WO# 1048593	
_			110# 1010343	Page 1 of 3
N Date 5	7/13/13	Inspection Crow	T -	
Watchman /	W BRYAUT	maperion C 16M	T SCHISLER GLAN	1
1 Location	W BRYANT HAMBURG	-		
2 Switch I D #	42 1A		22 Standard Joint	ts
3 Facing >	Trailing		SYR N/A	
	rianing		23 Switch Plates	•
Rail Points			S Y R	
4 Point to Point	5136		24 Adjustable Braces	
5 Point Condition	21.48		S Y R N/A	
S V D	1		24a Non Adinast	l. b
6 Point Thu	Jothing less than 4 inches lin 3 1/2 jnches on house	Or arouton than # !	24a Non-Adjustab	le Braces
o Point Inrow, M	othing less than 4 inches lin 3 1/2 inches on house	ton noint	ches. SYRNA	
4.3	R 4/2	cop point protected	Switch Kons	
oa Point Opening			25 Front Rod	
N 478	R 47/8		S Y R N/A	
/ Fit	The state of the s		26 #1 Rod (Basket	Rod)
(S) Y R			S Y R	
8 General Condition	on of the Points		27 #2 Rod	
			𝒲 Y R	
<u>Gage</u>			28 #3 Rod	
Heel of Switch			SYRN/A	
9 Main 56/2			29 #4 Rod	
10 Turnout 4 1/4	- .		S Y R N/A	
11 Gage ahead of B	lend Stalla		30 Closure Rail	
Must not be less	s than 56 inches or		\bigcirc Y R	
more than 57 in	ches for "S"		31 Surface of Switch)
12 Heel Spread in Ir	nches		(S) Y R	•
Turnout 6/14	101103		Using a 62' cord,	not over
13 Main 6/2	***		1" to 1 1/2" for a	V and me
0.5			more than 1 1/2"	* allu 110 fo 1 3/49
			For a R, Great th	on 13/47 to 0
Stock Rail			of Service	an 13/4 IS Out
14 Bend			32 Head Block Ties	
⑤ Y R			S Y R	
15 Condition			33 Switch Adjustment	_
S Y R				S
			Yes No. 34 Lubrication	
Bolts				
	N ()			
16 Loose 0	N/A		35 Switch Targets/Lam Ok Missing	
17 Missing o	N/A		Ok Missing 36 Latches	(NA)
Division (III. 1 D. I.			The p	
Rivets (Huck Bolts)			Ok Broken	Missing
18 Loose p	N.A		37 Locks	
19 Missing 50	N. A		Ok Broken	Missing
20 Cotter Pins Missing	o N.A		38 General Condition	
21 Jam Nuts Loose	Ø N/A		(S) Y R	
21a Washers 🕠	Broken Missing		39 Insulated Joints	
	·gaing		(S) Y R	
Remarks on page 3			39a Regular Joints	
GMTC 11-16-2011			(S) Y R	
			\mathcal{L}	

			\$ 5
			\bigcirc
		,	

50 Location	70
50a Switch I.D. #	Turnout Ties
51 Facing Trailing	66 Condition
52 Frog Tread N S Y R	S Y R N/A
R S Y R	67 Rail Movement
53 Frog # 8	S Y R N/A
54/79 Point Condition	Tie Plates
SY R	68 Lead
55 Condition of Frog	S Y R N/A
(\$) Y R	69 Guard Rail Flangeway
56 Surface of Frog	(S) Y R N 17/8 R 17/8
⊗ Y R	Guard Rail Flangeway can not be less 1 1/2"
4	70 Guard Rail Plates
57 Throat in Inches 3\%	SYRN/A
72 Flangeway Depth 21/8	71 Frog Plates
Flangeway Depth must not be less than 1 1/2"	S Y R N/A
Gage	Dale
58 Main Track 561/2	Bolts 73 Loose O N/A
39 Turnout Track SC Sc	7436
Gage must not be less than 56" any class	74 Missing 0 N/A
Guaru Kalis	Divista (TT1)
60 Guard Rail Gage N 543/4 R 545/8	Rivets (Huck)
Guaru Kall Gage must more than 54 2/02	75 Loose ON/A
of back to Back N SE34 R SZ 5%	76 Missing ON/A
Dack to Back Gage must be less than 53 1/8"	77 Nuts Missing ON/A
02 Condition	78 Cotter Pins Missing \circ N/A
©Y R	79 Washers Ok Broken Missing N/A
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
pyr R	S Y R N/A
Guard Rail Clamps	81 Spring Housing
64 Main Track	S Y R NA
S Y R N/A	82 Derails
65 Turnout Track	S Y R N/A)
\$ Y R N/A	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
Class 1 Caga 562 4 57 42	50' beyond the last long tie
Class 1 Gage 56" to 57 ½" More then 57 ½"	Ok Difference
More than 57 ½" Out of Service	
Class 3 Gage 56" to 57" More than 57" to 57 (")	84 Condition of Line thru entire turnout
More than 57" to 57 ¼" downgrade to Class 2 and gets a Y	(S)Y R
See a min Scr2 W I	

GM JC 11-10-2011

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Page 3 of 3

-Sixi Chou	ING THE START OF SHELLING	
Everything is in Attention neede mmediate atten	of the MTA Field Guide for Track Inspectors updated April 2006 edition. 3 for Mainline and class 1 for the Yard. Specs. I. ion needed or Out of Service or not measurable.	
eviewed by:	Formas Jahrelle Date: 5/20/13	

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Mainline Switch Inspecti	on Report Semi-Annual WO# 656069 Page 1 of 2
211550001	on Report Semi-Annual WO# 656009 Page 1 of 3
Date $\frac{5/13/13}{13}$	
Watchman W BRYANT	Inspection Crew T SCHISLER GLAM
1 Location WEST PORT	5 001
2 Switch I.D. # 115-3A	22 Standard Joints
3 Facing Trailing	S Y R N/A
I railing	23 Switch Plates
Rail Points	S Y R
4 Point to Point 511/4	24 Adjustable Braces
5 Point Condition	© V B NA
6 34 5	S Y R N/A
6 Point The Nothing less than 4	inches or greater than 5 inches. S Y R N/A
6 Point Throw, Min 3 1/2 inches on R 41/2	house top point and sinches. S Y R N/A
62 Paint On : R 41/2	house top point protected Switch Rods
6a Point Opening N 5	25 Front Rod
N 5 R 5	S Y R N/A
S Y R	26 #1 Rod (Basket Rod)
S I K	S Y R
8 General Condition of the Points	27 #2 Rod
S Y R	\$ Y R
Gage	28 #3 Rod
Heel of Switch	S Y R N/A
9 Main 5638	29 #4 Rod
10 Turnout 56%	S Y R N/A
11 Gage ahead of Bend 565/8	30 Closure Rail
Must not be less than 56 inches on	S Y R
more than 57 inches for "S"	31 Surface of Switch
12 Heel Spread in Inches	(S)YR
Turnout 64	Using a 62' cord, not over
13 Main 61/4	1" to 1 1/2" for a Y and no
	more than 1 1/2" to 1 3/4"
C4 I TO 41	For a R, Great than 13/4" is Out
Stock Rail	of Service
14 Bend	32 Head Block Ties
S Y R	(S) Y R
15 Condition	33 Switch Adjustments
S Y R	Yes No
Dale	34 Lubrication
Bolts	Ok Dry
16 Loose	35 Switch Targets/Lamps
17 Missing O N/A	Ok Missing N/A
D'	36 Latches
Rivets (Huck Bolts)	Ok Broken Missing
18 Loose N/A	3 / Locks
19 Missing N/A	Ok Broken Missing
20 Cotter Pins Missing	38 General Condition
21 Jam Nuts Loose	(S) Y R
21a Washers Ok Broken Missin	39 Insulated Joints
	S Y R
Remarks on page 3	39a Regular Joints
GM JC 11-10-2011	(S) Y R

50 Location	
50a Switch I.D. #	Turnout Ties
	66 Condition
52 From True 1 and 1 miles	S Y R N/A
	67 Rail Movement
53 Frog # 🥱	S Y R N/A
54/79 Point Condition	Tie Plates
SYR	68 Lead
55 Condition of From	S Y R N/A
SYR	69 Guard Rail Flangeway
56 Surface of Frog	(3) I K N \2/2 p \7/
(S) Y R	Guard Rail Flangeway can not be less 1 ½"
57 Throat in Inches 33/8	S Y R N/A
72 Flangeway Denth 5 1/	/1 Frog Plates
Trangeway Denth must not be	S Y R N/A
Gage	
58 Main Track 563/4	Bolts
39 Turnout Track < 5/5/6	73 Loose © N/A
Gage must not he less than Eco	74 Missing ON/A
	1414
60 Guard Rail Gage N 5478 R 545%	Rivets (Huck)
Guard Rail Gage must more than 54 3/8" 61 Back To Back N 603/6"	75 Loose
	76 Missing
	77 Nuts Missing
62 Condition 62 Condition 53 1/8"	/8 Cotter Pins Missing
(S) Y R	
63 Location of Guard Rail (Relation to Point)	- 771
	80 Hold Down Devices
Guard Rail Clamps	Y R N/A
64 Main Track	81 Spring Housing
S Y R N/A	S Y R (N/A
65 Turnout Track	82 Derails
S Y R N/A	S Y R N/A
	83 Maximum difference in any 31' in Cross Level on the siding from the Free P.
Class 1 Caga Scu	Level on the siding from the Frog Point to
Class 1 Gage 56" to 57 ½" More than 57 km o	
More than 57 ½" Out of Service	OD Difference
Class J Cave 16" to 57"	
More than 57" to 57 1/4" downgrade to	84 Condition of Line thru entire turnout
Class 2 and gets a Y	SY R
Pamarla	

Remarks on page 3 GM/JC 11-10-2011

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Remarks

Page 3 of 3 EAST STRAIGHT POINT SHELLED WEST STRAIGHT PAIL SHELLED All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition. Everything is class 3 for Mainline and class 1 for the Yard. S Everything is in Specs. Y Attention needed. R Immediate attention needed or Out of Service. N/A Not applicable or not measurable. Reviewed by: Thomas Joheile Date: 5/20/13

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<u>Mainline</u>	Switch Inspection Report Semi-Annual	WO# 1056076 Page 1 of 3
Date 5 Watchman 6	U BRYANT Inspection Crew	T SCHISLER GLAN
1 Location 1	1F5TDon	
- United D. #		22 Standard Joints
3 Facing X	Trailing	S Y R N/A
		23 Switch Plates
Rail Points		SY R
4 Point to Point	51/4	24 Adjustable Braces
5 Point Condition	n	S Y R N/A
(A) **		24m M A 41
6 Point Throw	othing less than 4 inches or greater than 5 in	ches. S Y R NA
N 43/4	R 13/100 on house top point protected	Switch Rods
6a Point Opening	- 13/4	25 Front Rod
6a Point Opening N 5 1/2 7 Fit	P 51	S Y R N/A
7 Fit	K 3/16	26 #1 Rod (Basket Rod)
S Y R		S Y R
	C.I. m. i	27 #2 Rod
8 General Condition	on of the Points	\$ Y R
		28 #3 Rod
Gage		(S Y R N/A
Heel of Switch		29 #4 Rod
9 Main Stylic	. ·	
10 Turnout 567		© Y R N/A 30 Closure Rail
11 Gage ahead of E	$\frac{1}{2}$ lend $\frac{1}{2}$	
viust not be les	s than 56 inches or	S Y R
more than 57 in	iches for "S"	31 Surface of Switch
12 Heel Spread in I	nches	(S) Y R
Turnout 6/4	and the same of th	Using a 62' cord, not over
13 Main 61/4		1" to 1 1/2" for a Y and no
		more than 1 1/2" to 1 3/4"
Cl. I was as		For a R, Great than 13/4" is Out
Stock Rail		of Service
14 Bend		32 Head Block Ties
S Y R		S Y R
15 Condition		33 Switch Adjustments
ŷ y R		Yes No
.		34 Lubrication
<u>Bolts</u>		Ok Qn
16 Loose ©	N/A	35 Switch Targets/Lamps
17 Missing o	N/A	Ok Missing NA
-		36 Latches
Rivets (Huck Bolts)		Ok Broken Missing
18 Loose	N. A	37 Locks
19 Missing φ	N A	© Broken Missing
20 Cotter Pins Missing	N. A.	38 General Condition
21 Jam Nuts Loose	6. N.A	S Y R
2 la Washers Ok	N/A Brokon	39 Insulated Joints
	Broken Missing	S Y R
Remarks on page 3		39a Regular Joints
M IC 11-10-2011		S Y R
		9 1 1

		¥ %

50 Location	
50a Switch I.D. #	Turnout Ties
	66 Condition
	(S) Y R N/A
	67 Rail Movement
R SYR	S Y R N/A
53 Frog # _ g	Tie Plates
54/79 Point Condition	68 Lead
SYR	S Y R N/A
55 Condition of Frog SYR	69 Guard Rail Flangeway
	S Y R N 17/2 R 17/2
56 Surface of Frog	Guard Rail Flangeway can not be less 1 1/2"
S I K	70 Guard Rail Plates
57 Threat in L. 1	SY R N/A
57 Throat in Inches 3½	71 Frog Plates
72 Flangeway Depth 2%	(S) Y R N/A
Flangeway Depth must not be less than 1 1/2"	
Gage	Bolts
58 Main Track SGVIC	73 Loose © N/A
59 Turnout Track Sc 1/2	74 Missing N/A
Gage must not be less than 56" any class	IVA
Guard Rails	Rivets (Huck)
60 Guard Rail Gage N 54% R 54%	
Guard Rail Gage must more than 54 3/8"	75 Loose <u>o</u> N/A 76 Missing <u>o</u> N/A
01 Dack 10 Back N 52 1/4 R < 25%	77 Nuts Missing O N/A
Back to Back Gage must be less than 53 1/8"	78 Cotter Pins Missing N/A
02 Condition	79 Washers Ok Broken Missing N/A
SYR	DrokenwissingN/A
63 Location of Guard Rail (Relation to Point) § Y R	80 Hold Down Devices
Guard Rail Clamps	S Y R N/A
64 Main Track	81 Spring Housing
(S) Y R N/A	S Y R (N/A)
65 Turnout Track	82 Derails
S Y R N/A	$S Y R(\widehat{N/A})$
A L K IAM	83 Maximum difference in any 31 in Cross
	Devel on the siging from the Frog Point to
Class 1 Gage 56" to 57 1/2"	30 beyond the last long tie
More than 57 1/2" Out of San !	Ok Difference
More than 57 ½" Out of Service Class 3 Gage 56" to 57"	
More than 57" to 57 1/" dans	84 Condition of Line thru entire turnout
More than 57" to 57 ¼" downgrade to Class 2 and gets a Y	SY R
- man guis a I	-

Remarks on page 3

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Remarks

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	GAP ST	NG TO PIT ON RAIGHT POI	υT						
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Everything Attention n Immediate:	is in Specs. eeded. attention ne	MTA Field Mainline and Mainline	of Service	ack Inspect the Yard.	ors update	d April 20	06 edition.		
Reviewed b	y: Thom	as J	Schisler			Date:	5/20/1	3	

<u>Mainline</u>	Switch Inspection Re	eport Semi-Annual	WO# 103 595 8	Page 1 of 3
Date	5/13/13	Inspection Crew	T SCHISLER GLAY	
Watchman_	W BRYANT			
1 Location	W BRYANT Dest Pont 115-33 Trailing X		22 Standard Joints	
2 Switch I.D. #	115-33		S Y R N/A	
3 Facing	Trailing X		23 Switch Plates	
9			(S) Y R	
Rail Points				
4 Point to Point	t 513%		24 Adjustable Braces	
5 Point Conditi	On Single		SYRN/A	_
OVD			24a Non-Adjustabl	e Braces
6 Point Throw	Nothing less than 4 inch	es or greater than 5 is	iches. SYRNA	
o I onte Imow,	Min 3 1/2 inches on how	se top point protected	Switch Rods	
			23 Fibilt Rod	
Na Point Openii	ng R 4%		\bigcirc Y R N/A	
N 4 18	R <u> 4%</u>		26 #1 Rod (Basket	Rod)
7 Fit			SYR	
SY R			27 #2 Rod	
8 General Cond	lition of the Points		S Y R	
S Y R			28 #3 Rod	
Gage			S Y R N/A	
Heel of Switch			29 #4 Rod	
9 Main 503/	8		SYR N/A	
10 Turnout _5	65/8		30 Closure Rail	
11 Gage ahead o	of Bend $56/2$		S Y R	
	less than 56 inches or		31 Surface of Switch	h
more than 5	7 inches for "S"		S Y R	
12 Heel Spread	in Inches		Using a 62' cord	not over
Turnout 6	01/4		1" to 1 1/2" for a	V and no
13 Main 4	0 4		more than 1 1/2'	
			For a R, Great t	
	* · · · · · · · · · · · · · · · · · · ·		of Service	nan 13/4 is Out
Stock Rail			32 Head Block Ties	
14 Bend			S Y R	
S Y R				4
15 Condition			33 Switch Adjustmen	nts
SYR			Yes No	
6			34 Lubrication	
Bolts			Ok Dry	
16 Loose 0	N/A		35 Switch Targets/La	
17 Missing o	N/A		Ok Missing	_(N/A)
<u>0</u>	IVA		36 Latches	
Rivets (Huck Ro	lta)		Qk Broken	Missing
Rivets (Huck Bo			37 Locks	
			Ob Broken	Missing
19 Missing @			38 General Condition	
20 Cotter Pins Mi			S Y R	
21 Jam Nuts Loos			39 Insulated Joints	
21a Washers (1)	Broken Missing		(S) Y R	
D 1			39a Regular Joints	
Remarks on page	3 7		♥ Y R	
GM JC 11-10-2011				

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Remarks on page 3
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50 Location	Turnout Ties
50a Switch I.D. #	66 Condition
51 Facing Trailing	(\$) Y R N/A
52 Frog Tread N S Y R	67 Rail Movement
R S Y R	(S) Y R N/A
53 Frog # &	Tie Plates
54/79 Point Condition	68 Lead
(Ŝ) Y R	(\$ Y R N/A
55 Condition of Frog	69 Guard Rail Flangeway
(S) Y R	S Y R N \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
56 Surface of Frog	Guard Rail Flangeway can not be less 1 1/2"
(Ş Y R	70 Guard Rail Plates
	(S) Y R N/A
57 Throat in Inches 33/8	71 Frog Plates
72 Flangeway Depth 21/16	SYRN/A
Flangeway Depth must not be less than 1 1/2"	•
Gage	Bolts
58 Main Track	73 Loose <u> </u>
59 Turnout Track 561/2	74 Missing ON/A
Gage must not be less than 56" any class	
Guard Rails	Rivets (Huck)
60 Guard Rail Gage N 541/2 R 543/8	75 Loose S N/A
Guard Rail Gage must more than 54 3/8"	76 Missing \circ N/A
61 Back To Back N 52% R 523/4	77 Nuts Missing ON/A
Back to Back Gage must be less than 53 1/8"	78 Cotter Pins Missing ON/A
62 Condition	79 Washers Ok Broken Missing N/A
SYR	
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
(§ Y R	(S) Y R N/A
Guard Rail Clamps	81 Spring Housing
64 Main Track	S Y R (N/A)
S Y R N/A 65 Turnout Track	82 Derails
© Y R N/A	S Y R N/A
Q I K IV/A	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
Class 1 Gage 56" to 57 ½"	50' beyond the last long tie
	Ok Difference
More than 57 ½" Out of Service	04.6
Class 3 Gage 56" to 57" More then 57" to 57 1/" decreased to	84 Condition of Line thru entire turnout
More than 57" to 57 ¼" downgrade to Class 2 and gets a Y	(S)Y R
Class & and gets a Y	·

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Remarks

Page 3	<u>of</u>
No New Defects	
Inspection Complete	
	_
rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition. crything is class 3 for Mainline and class 1 for the Yard. verything is in Specs. Attention needed. mmediate attention needed or Out of Service. A Not applicable or not measurable.	
eviewed by: 1 Lomes Johnsham Date: 5/20/13	

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